

responsible for integrating the input source 115 connected to the traffic advisor 100 to monitor the progress of arriving and departing flights, and to predict when key events will occur, including pushback, takeoff, touchdown, or gate arrival (see col. 13, lines 56-61). Thus, predictive information is provided to the client interface subsystem 110 without requiring disclosure of proprietary data to competitors (see col. 9, lines 52-54).

As indicated above, Glass acquires information from a variety of sources, including information provided by airlines, and fuses the data to generate data values related to individual flights. An example of this is described in col. 27, lines 1-12 of Glass, which describes two tables, flight\_arr and flight\_dep, where individual flight information is stored and updated. Glass states that data fusion is necessary because traffic advisor data sources vary and sometimes are in direct conflict (see col. 28, lines 3-6). The fused data stored in the database may then be distributed through the client interface subsystem 110 to various clients such as airports and airlines. This distributed information does not, however, include raw data provided by an airline. In fact, Glass specifically intends to protect such proprietary information provided by airlines (see col. 9, lines 42-54 of Glass).

Thus, Glass does not teach, nor can it reasonably be considered to have suggested, at least the feature of at least one second airport operations advisor module networked with the airport management database to select and receive publicly available status information and the information the airline desires to share, as recited, for example, in claim 1, and similarly recited in claim 7. Rather, at most, Glass may use information from the airlines to generate flight objects and corresponding predictive values.

Likewise, the use of information from the airlines to generate flight objects and corresponding predictive values, does not correspond to gathering proprietary status information and selectively distributing the proprietary status information to authorized

airport operations advisor modules, as recited in claim 10, and similarly recited in claim 16.

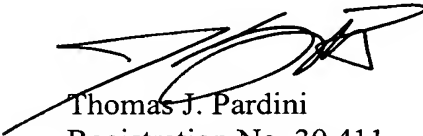
Glass.

For at least the above reasons, the applied prior art reference does not teach, nor can it reasonably be considered to have suggested, all the combinations of the features positively recited in independent claims 1, 7, 10 and 16. Additionally, claims 3, 5, 6, 11, 13-15 and 17 are also neither taught, nor would they have been suggested by the applied references, for at least the respective dependence of these claims, directly or indirectly, on an allowable base claim, as well as for a separately patentable subject matter that each of these claims recite. Accordingly, reconsideration and withdrawal of the rejection of claims 1, 3, 5-7, 10, 11 and 13-17 are respectfully requested.

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance of claims 1, 3, 5-7, 10, 11 and 13-17 are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,



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